

# **DC Bicycle Advisory Council**

**July 6, 2005**

## **MINUTES**

### **Members in Attendance**

Amy Nevel  
Conrad Smith  
Dan Barry  
Liam Healy  
Jim Sebastian  
Lt. Byron Hope  
Rudi Schreiber  
Lyn Stoesen  
Julie Eisenhardt  
Jeanie Osburn

### **Approval of Minutes**

Amy Nevel began the meeting by asking everyone to take a few minutes to review the minutes from the last full meeting and the subcommittee meeting. Shortly thereafter, the minutes were approved unanimously.

### **Street Smart Campaign**

Lieutenant Byron Hope of the Metropolitan Police Department then proceeded to give a brief overview of the ongoing Street Smart safety campaign. Street Smart is a regional initiative (DC, MD, and VA) consisting of education and enforcement. The MPD recently conducted a two-week citywide stepped up enforcement of traffic laws that pertain to pedestrians, bicyclists, and motorists. Officers were given a list of the types of violations that they should be looking for; however, this was in no way to limit possible citations. During this time, the MPD issued 2,700 tickets. Mr. Healy asked for a breakdown of the issued citations. 91 were bicyclist violations, 1,016 for pedestrian violations, and 1009 for motorists. Couriers were the main violators for those on bicycles.

Overall, the enforcement campaign has been received favorably and the Department will do another wave in either late July or early August. From the enforcers' perspective, the operation went smoothly with the only problem being some minor confusion remembering the boundaries of the Central Business District. Ms. Osburn asked for a list of the targeted intersections. Mr. Hope did not have a list on hand but named a few intersections from memory. This included 16th Street & L Street, NW. Jeanie then asked for enforcement at the intersection of South Capitol Street and M Street and the 1500 block of Pennsylvania Ave, SE where cars often park across the sidewalks blocking pedestrian access.

Dan Barry asked if MPD has a public affairs officer who may have done some media outreach before and during the event. Mr. Barry mentioned an unfavorable article in this last weekend's

Washington Post. Mr. Hope responded that there was media outreach both before and during the enforcement campaign. The MPD and DDOT websites had information regarding the event. Jim Sebastian added that posters were placed on buses and bus shelters as well as radio and newspaper ads. He also stressed that education (through media) and enforcement are complementary strategies. Jim also informed the Council of the half-day training that he and George Branyan (DDOT Pedestrian Coordinator) conducted with the MPD prior to the Street Smart enforcement wave.

### **Presentation: DC State Transportation Plan**

Following the Street Smart overview, Mr. Sebastian introduced Michelle Pourciau, DDOT Deputy Director, who was there to give a presentation of the DC State Transportation Plan. Please visit the DDOT website for more information<sup>1</sup>.

Following her presentation, Ms. Pourciau entertained questions from the Council. Eric Gilliland asked if space will be available for bicyclists on the K Street bus way. Jim Sebastian responded that the bus way is still under study. It has not been decided if the dedicated bus lanes will be in the center or on the right sides of K Street. Jim explained that the center would be difficult to incorporate cyclists and the right would be much easier. However, Ms. Pourciau added that it may be necessary to prioritize certain areas for one or a limited number of travel modes. She explained that the more we create conflicts between modes, the more we create inefficiencies.

Conrad Smith asked about the priority of the Whitehurst Freeway in the State Plan. If the goal is to maximize the movement of people (and the Whitehurst Freeway appears to do this) why is DDOT considering its removal? Ms. Pourciau responded that the Whitehurst Freeway Deconstruction Feasibility study will assess all criteria, including its effect on public space, quality of life, and livability. All of the transportation elements must be weighed against all of the criteria before a decision is made. She added that the Whitehurst may not be an asset to the Georgetown retail environment and that this is a good example of the microcosm of the bigger issues that we face in the District of Columbia.

Lyn Stoessen raised the issue of the lack of affordable housing in the District. An enormous amount of people travel huge distances to get to work. How will DDOT work with other agencies to improve this situation? Ms. Pourciau responded that a planning document, such as the State Transportation Plan, is a living entity that will be updated during the course of its 25 to 30 year lifespan. Large comprehensive plans cannot focus on individual projects or locations. They must focus on generalities that will encompass all areas. The DC Office of Planning is in the process of updating the DC Comprehensive Plan<sup>2</sup>. Affordable housing is an element of this plan. Working together with the Office of Planning, other agencies, and citizens, DDOT is working to address this and other important issues. Furthermore, DDOT and the Office of Planning are working on making both plans consistent.

Jim Sebastian added that many plans are going on simultaneously. Council members should make an effort to get involved in the planning process for as many of these as possible. Jeanie

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<sup>1</sup> Elements of the plan, and planning process, can be found by clicking on “Transportation Studies,” then “Strategic Transportation Plan.” Or, at this web address: <http://www.dctransplan.com/>

<sup>2</sup> See <http://www.inclusivecity.org/> for more information.

Osburn mentioned that the contact information for the DDOT ward planners is not available on the DDOT web page.

### **Discussion of Subcommittee Meetings**

Ms. Nevel introduced a discussion of the subcommittee meetings. She asked for feedback and for the group to talk about areas that might overlap in order to find possible synergies.

Rudy Schreiber summarized the legislative subcommittee meeting. See the subcommittee notes for this information. The subcommittee agreed to meet on the second Tuesday of the months when the Council is not meeting. The next meeting will be August 9 (6 to 8 pm).

Jeanie Osburn summarized the events of the last facilities subcommittee. See the subcommittee notes for this information. The subcommittee agreed to meet the first Tuesday of the off months. The next meeting will be August 2nd (6 to 8 pm).

Julie Eisenhardt volunteered to be chair of the safety, education and enforcement subcommittee. She summarized the events of their last meeting. Dave Cranor mentioned that we should have more outreach on letting people know that you can file a crash report and possibly provide for self-reporting. Eric Gilliland mentioned that WABA will be expanding its safety programs and will be incorporating as many as possible of this subcommittee's ideas. The next meeting will be on Wednesday 8/10.

Amy Nevel asked those Council members not present at the last Council meeting to volunteer for a subcommittee.

Conrad Smith – Legislation

Lyn Stoesen – Legislation

Dan Barry – Facilities (primary), and Safety (secondary)

Ms. Nevel then asked if the BAC meeting time is working well for everyone. The Council agreed to not make any changes at this time.

Amy also reminded everyone that topics raised in subcommittee meetings can be brought before the whole committee for further discussion. She also reiterated that each subcommittee will take notes and provide Jim with an electronic version of the minutes after each meeting. In addition, she would like to receive reports from each subcommittee chairs on work progress.

### **Announcements**

Jim Sebastian announced that there are three vacancies on the BAC. These are Ward 2 (Evans), At-Large (Mendelson), and At-Large (Catania). Please forward any recommendations to Jim. Interested persons should submit a letter of interest of 50 words or less and a resume. There will be a public meeting on the bike station on July 20 at 6 pm at COG. The circulator bus will be starting this Sunday. There will be an east-west route that loops from Union Station to Georgetown and a north-south route from the Convention Center to the Southwest Waterfront. Each large red bus is equipped with a bike rack on the front and three big doors for passengers. It

costs \$1 and tickets will be available at the new automated parking meters, as well as other locations; 9th St (north-south to Fish Wharf) will be bus/bike lane

There was a motion to adjourn. All were in favor. Adjourned.